

FUN FACTS

State-of-the-Art Infrastructure

- Crews are replacing the 60-100 year old track with new rail, ties, ballast and track switches — rebuilding from the subgrade up.
- Local road crossings at the track are being upgraded with modern concrete panels, for easier passage for pedestrians, wheelchairs, bicycles and cars.
- Each new section of rail is about five football fields long. It's continuously welded for a smooth, quiet ride — no more 'clickety-clack'!

Sustainability Focus

- Old ties, rail and even bridge sections are being recycled or saved for re-use. The new rail has majority recycled content.
- New concrete ties and steel rail are inert materials = net environmental benefit.
- Made in the U.S. — shorter shipping distances = reduced emissions
 - ♦ Rails manufactured in Pueblo, CO
 - ♦ Ties made in Spokane, WA
 - ♦ Trains assembled in Rochelle, IL
 - ♦ Ballast—100% local suppliers
- Rails & ties shipped by rail — one ton of freight can be shipped 500 miles on one gallon of fuel!
- New Haystack Bridge in Petaluma is a re-purposed span with 85 years useful life.

Local Economic Benefits

- Almost 1/2 of subcontractors are local, accounting for about 50% of total construction— more than 183,500 local labor hours to date.
- SMART Contracts have put more than \$24 million directly into the local economy through use of local materials and service suppliers.

A Little History

- The North Bay rail network was extensive through the first half of the 20th century. Freight ran until the late 1990's — and started up again under NCRA/NWP Co. in 2011. The last passenger train ran in 1958.
- Local governments worked with the Golden Gate Bridge District in the late 1980's to preserve the right-of-way for future passenger rail use.
- SMART was created in 2002 by state legislation. Measure Q was passed by voters in 2008.

FOLLOW OUR PROGRESS



KEEP IN TOUCH



Check our website for project information, updates and to sign up for our e-newsletter at www.sonomamarintrain.org



Email your questions or comments about the project: info@sonomamarintrain.org



Request information about construction in your neighborhood by calling our toll-free Project Information line: **(855) 312-7444**

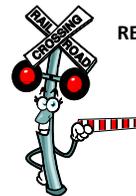
BE "TRACK SMART"



The only safe and legal place to cross railroad tracks is at a designated crossing — indicated by the crossbuck sign as seen here.



Tracks are for trains — not for games! Besides being subject to fines, trespassers endanger lives. It is illegal to walk, jog, play or bike on the tracks.



REQUEST A FREE RAIL SAFETY PRESENTATION!

Help build a RAIL-SAFE COMMUNITY, visit www.caol.us and click "Request a Presentation"



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SMART TRAIN & PATHWAY PROJECT

OVERVIEW

WHAT IS SMART?

SMART is a voter-approved passenger rail and bicycle-pedestrian pathway project located in Marin and Sonoma counties. It will serve a 70-mile corridor from Larkspur to Cloverdale, with a first phase from San Rafael to Santa Rosa.

SMART will connect residents and visitors with jobs, education, recreation and services.

Today, more than 75% of commuters in the North Bay travel either within or between the two counties to get to work. And the North Bay draws visitors from all over the world seeking a variety of recreation and leisure activities.

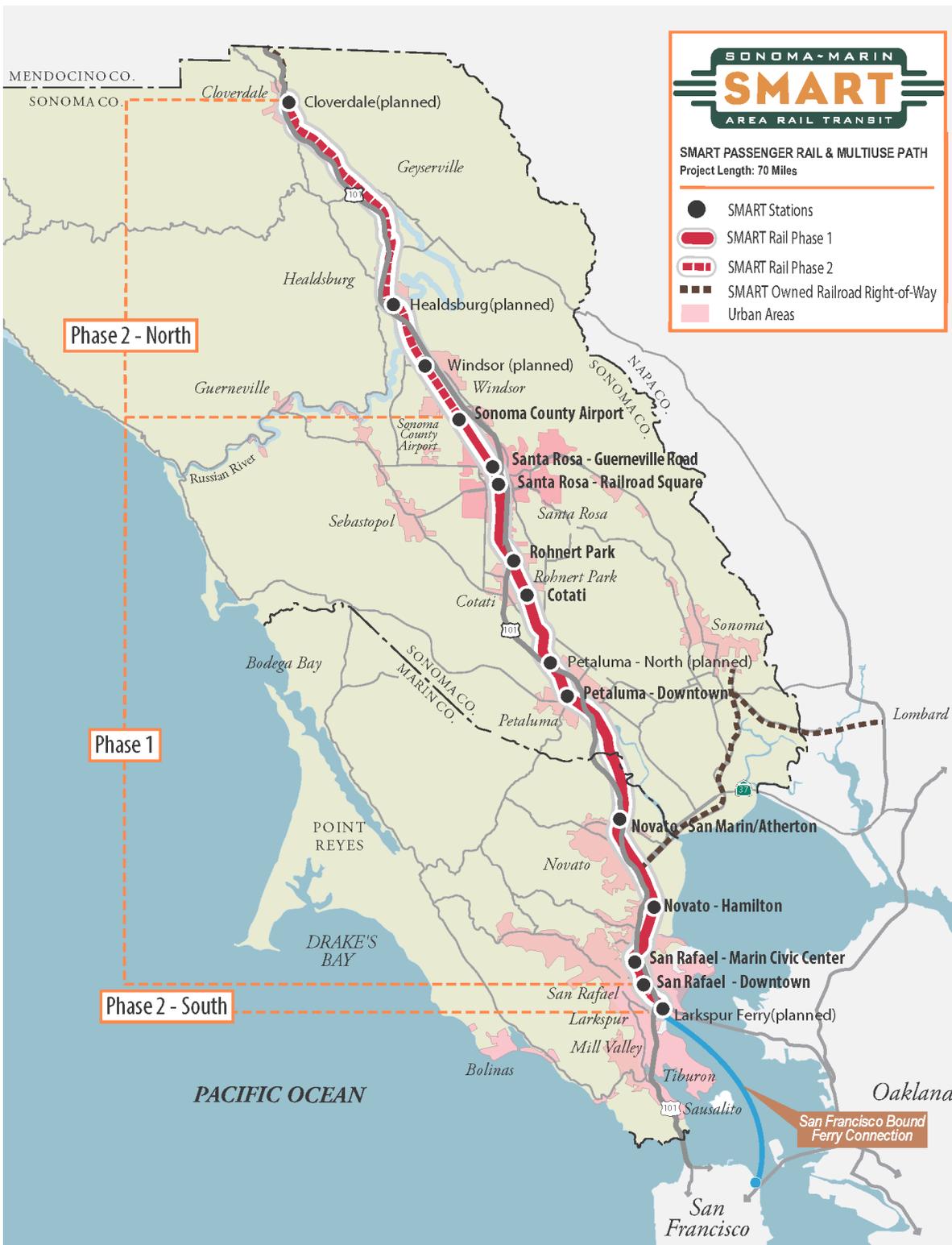
The SMART train and pathway provide options to get out of your car to get where you need to go, for work or for fun — and to do work or have fun along the way.

And for every driver who leaves a car behind, traffic improves for everyone.



SMART

SONOMA ~ MARIN AREA RAIL TRANSIT



PHASE 1 SUMMARY

Project

- Passenger rail service is scheduled to begin in late 2016 and will serve 70-80% of estimated ridership for the full system
- 43 miles—Downtown San Rafael to Airport Blvd north of Santa Rosa
- Total projected cost for Phase 1 is estimated at \$428 million

SMART Pathway System

- Links segments constructed by SMART with existing segments and other planned projects to create one of the longest continuous bicycle-pedestrian pathways in the country
- Phase 1 Pathway segments are focused on access to stations, high potential use and bridging gaps between existing segments
- “Rail with trail” allows longer, multi-modal trips

Stations

- 10 stations: Santa Rosa (Airport Blvd., Guerneville Rd. & Railroad Square) Rohnert Park (Rohnert Park Expressway), Cotati (East Cotati Ave.), Petaluma (Downtown), Novato (San Marin/Atherton & Hamilton), and San Rafael (Marin Civic Center & Downtown)
- Level boarding and Americans with Disabilities Act (ADA) compliant
- Express Connector bus service between Santa Rosa and future station locations in Windsor, Healdsburg and Cloverdale, and between Downtown San Rafael and Larkspur

Passenger Cars

- 7 two-car train sets
- Self-propelled Diesel Multiple Units (DMUs) are comfortable and reliable
- Environmentally friendly engines meet stringent “Tier 4” EPA requirements; economical to operate
- “Buy-America” compliant and manufactured in Rochelle, IL
- Each train set has capacity for up to 158 seated passengers, 160 standing passengers and 24 bicycles — depending on mix of bikes, wheelchairs, strollers and use of flip seats

Schedule

- Trains will operate in both directions every 30 minutes during peak commute hours, with a mid-day trip and weekend service planned as well

Fare

- Fares will be comparable with other transit options
- Clipper® cards will be utilized for fare collection

Speed

- Top speed of 79 mph; average speed (including stops) of 40 mph
- Strategically placed sidings allow trains to operate and pass in both directions at standard speeds
- A train ride from Santa Rosa to San Rafael will take about an hour